

REMARKS

Claims 1-10 are pending in the present application.

Claim Rejections - 35 U.S.C. § 102

Claims 2, 4/2, 5/4/2, and 9 have been rejected under 35 U.S.C. § 102(b) as being anticipated by Kataoka et al. (USP 5,859,365). This rejection is respectfully traversed.

As Applicants stated in the Reply filed on January 18, 2006, Kataoka discloses, in Fig. 1, a fuel tank 1 for a motor vehicle that includes a tank body 3 (corresponds to the “first container” of the claimed invention of the present application) constituting the outer casing of the tank, and a soft sack 5 for accommodating fuel F, disposed in the internal space of the tank body 3. The sack 5 partitions the internal space of the tank body 3 into a fuel chamber 7 for accommodating fuel and a pressure adjusting chamber 9 communicating with the atmosphere. Thus, the fuel F accommodated in the fuel chamber 7 is segregated from the atmosphere (see col. 6, lines 10-19).

Therefore, in Kataoka, that fuel F is isolated from air accommodated in the internal space (i.e., the pressure adjusting chamber 9) of the tank body 3.

In contrast, in the claimed invention of the present application, the liquid fuel contained in the first container makes “direct contact with air within in said first container.”

Such a feature is not disclosed or suggested by Kataoka.

Moreover, the claimed invention of the present application has the following advantages over Kataoka:

- 1) The device of Kataoka requires two passages due to its structure. One passage is for leaving the pressure adjusting chamber open to the atmosphere, and the other

passage is for feeding fuel into the soft sack 5. In contrast, the present invention only required one passage because fuel is not isolated from air within a first container. The construction of the present invention is therefore more simple than that of Kataoka;

- 2) In the device of Kataoka, when the pressure in the pressure adjusting chamber 9 is higher than the pressure in the sack 5, fuel would spurt from the fuel supply opening 11 once the fuel supply opening 11 is opened to feed fuel into the fuel chamber 7. In contrast, the present invention is free from such a disadvantage; and
- 3) In the device of Kataoka, when fuel is fed into the fuel chamber 7, it is necessary to open both the fuel supply opening 11 and the pressure adjusting valve 17 for decreasing the pressure in the pressure adjusting chamber 9 so that it becomes lower than the pressure in the sack 5. In contrast, such the present invention does not require such an operation.

Claims 4 and 5, variously dependent on claim 2, are allowable at least for their dependency on claim 2.

Claim 9 is allowable at least for the similar reasons as stated in the foregoing with regard to claim 2.

In view of this, the Examiner is respectfully requested to reconsider and withdraw this rejection.

Allowable Subject Matter

Applicants appreciate the Examiner's indication that claims 1, 3, 4/1, 5/4/1, 6-8, and 10 are allowable over the prior art of record.

Conclusion

Accordingly, in view of the above amendments and remarks, reconsideration of the rejections and allowance of the pending claims in the present application are respectfully requested.

The Examiner is respectfully requested to enter this Amendment After Final in that it raises no new issues. Alternatively, the Examiner is respectfully requested to enter this Amendment After Final in that it places the application in better form for Appeal.

Should there be any outstanding matters that need to be resolved in the present application, the Examiner is respectfully requested to contact Maki Hatsumi (#40,417) at the telephone number of the undersigned below, to conduct an interview in an effort to expedite prosecution in connection with the present application.

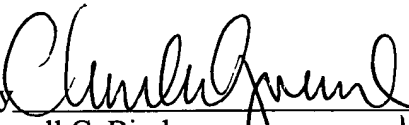
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to Office Action of March 30, 2006
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If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or to credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

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Respectfully submitted,

By 
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